



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

rides per week, some workers buying but one ride and walking back on Saturday night while those at the other extreme buy two rides per day seven days in the week. When the latter is the case and when at the same time the distance traveled is at a maximum, the fare is brought as low as 0.262 centimes per kilometer, i.e., about one-tenth of a cent per mile. The report shows that the result of such an arrangement, like our industrial system itself, has its advantages as well as its disadvantages. It gives the worker a wider market for his labor, but on the other hand increases the competition of one worker with another. It allows the family to live in the suburb or in the country, but family life is badly broken up by the father, as a rule, leaving home early in the morning and returning fatigued late at night, if he returns at all during the week.

The intellect of the worker who makes use of this transportation arrangement to seek work in different and relatively distant places is naturally quickened and improved by the wider experience and more varied contact; but the very opposite is apt to be the case with his morals. The effect upon wages in general has been to lower wages relatively in the industrial centers and to raise them for farm labor. However, abandonment of the plan, according to the author, is not thought of. Improvement and removal, or amelioration, of the evils are the things for which to strive. The report is unusually well supplied with maps and diagrams and, like others of the "Instituts Solvay" reports, is out in excellent form.

---

*The Making of a Great Canadian Railway.* By F. A. TALBOT. Philadelphia: J. P. Lippincott Co., 1912. 8vo, pp. 349. \$3.50 net.

Coming from the pen of a man who accompanied the engineering party for the express purpose of describing one of the most remarkable engineering feats of modern times, this book, as indicated by its subtitle, presents "the story of the search for, and the discovery of, the route, and the construction of the nearly completed Grand Trunk Pacific Railway from the Atlantic to the Pacific, with some account of the hardships and stirring adventures of its constructors in unexplored country." The romantic account of the pioneer survey, the scientific survey, and the thrilling adventures of those engaged in the task of construction is interestingly told with all the embellishments of the author's lucid but extravagant style. The attractiveness of the book is enhanced by forty-three well-selected illustrations.

While the book is primarily descriptive and the treatment essentially popular, there is much of special interest to the economist. In chap. i he will find an account of the financing of the enterprise and the relation of the Dominion government to it. In this connection Mr. Talbot is lavish with his encomiums. In chap. xxv an attempt is made to foresee "the future of the railway and its influence upon Canadian and international commerce." The author attaches very great importance to the fact that over no portion of the

road may grades exceed four-tenths of 1 per cent or curves be sharper than 4 degrees. The principle that "the level line wins" has been vigorously adhered to, and for the first 60 miles through the Cascade Mountains the grade does not rise an inch—an unparalleled engineering triumph. Mr. Talbot's estimate of "some \$100,000,000" (p. 327) to cover the cost of construction of the railroad is wide of the mark, having been exceeded already by the expenditure on that section of the road which is being constructed by the government. The total cost will undoubtedly be at least two and one-half or three times his estimate. The predicted cost of freight per bushel of wheat from Winnipeg to Quebec on the Grand Trunk Pacific should be 4.25 cents instead of "\$4.25 (17s. 8d)." (p. 337), although, even with this correction, the estimate should be taken *cum grano salis*.

In brief, the book gives an interesting and timely popular account of a great national undertaking.

---

*Making Both Ends Meet.* By SUE AINSLIE CLARK and EDITH WYATT.  
New York: Macmillan, 1911. 8vo, pp. xiii+270. \$1.50 net.

In their book entitled *Making Both Ends Meet* Mrs. Clark and Miss Wyatt give an almost photographic record of experiences from the lives of a large number of New York working girls who had been interviewed in behalf of an inquiry carried on by the National Consumers' League. As is truly stated in the preface, such a book must necessarily be a compilation, put down from the words of the workers themselves, and by this very fact it becomes a great deal more interesting. The story of the shirtwaist-makers' strike told by one of the strikers, Natalya Ursonova, the conditions in New York laundries witnessed by three college women who went into the work for purposes of investigation, the home life of the workers as described by them and seen by the investigators, all make for that graphic writing which most readily enlists the sympathy of the reader. It is not written from a partisan point of view. Both employer and employee are treated with fairness, though, of course, not in such a way as to obscure the purpose of the book—to make evident the misery of great numbers of skilled and unskilled women workers.

The chief difficulties are clearly stated: seasonal work, fatigue from speeding, monotony, long hours, lack of regulation. But little can be suggested to remedy some of these evils, at least under present conditions. From the nature of the trade they become an organic part of it. Such is the seasonal character of suit-making and millinery, the excessive crowding of work into a few days of the week in laundries, monotony and speeding in machine work.

One remedy is suggested in the last chapter: the application of scientific management to women's work. The method and its workings, in the three cases where it has been used, are fully described. In the main, results are good. Three cases, however, form only a very narrow basis for judgment. But in each case one very valuable result has been a sense of candor and